

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office WED. 24 DEC 1902)

Date of writing Report 23/12/1902 When handed in at Local Office 23/12/1902 Port of Hull

No. in Book 501 Survey held at Hull Date, First Survey Aug 13<sup>th</sup> Last Survey 20<sup>th</sup> Dec 1902

on the Machinery of the Wood, Iron or Steel L.T. "Lizzie" & Annie Master J. Fowler

Gross 99 Vessel built at H. Shields By whom Loffley & Co. When 1877 6

Net 63 Engines made at Newcastle By whom Ransom & Atkinson When 1877

Registered 25 Boilers, when made (Main) 1899 (Donkey) 1896

of Main Boilers 1 Owners J. F. Birch & Sons Port Boston Voyage Coasting

of Donkey Boilers 1 Surveyed Afloat or in Dry Dock Reflections by H. Alexandra

Main Boilers 60 lbs

Donkey Boilers 50 lbs

1st Survey No. Port

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " yes

He was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 60 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 50 lbs

the propeller shaft been drawn and examined at this time? yes If spare propeller shaft fitted, state whether new? Same shaft refitted

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32"

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Main and donkey boilers, their safety valves & mountings examined and found good. Safety valves adjusted under steam to the pressures above stated. Engines examined throughout. Cylinders, pistons, and slide valves good. Propeller shaft drawn in, found good, and refitted in place. Cranks and thrust, and intermediate shafts good. Condenser retubed. Pumps overhauled. Sea connections and their fastenings good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and in my opinion eligible to remain as classed and to have record of L.M.C. 12.02. and the Donkey Boiler to be surveyed annually

or Registration Fee (per Sec. 97) 2.4

by Fee (per Section 98) 1.16

al Damage Fee (per Section 99) 1.16

oting Expenses (if chargeable)

Received by me, Kerr

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Screw shaft examined:

It is submitted that  
this vessel is eligible for  
THE MERCHANTS SMC 12. 02.

CM.  
24. 12. 02.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SUPPLY OF THE MERCHANTS SMC 12. 02. NOT TO WRITE ACROSS THIS MARGIN.



© 2018

Lloyd's Register  
Foundation

LR-FAF-SA12-106